Sanitized Copy Approved for Release 2011/08/31 : CIA-RDP80-00809A000600320809-8

CLASSIFICATION SECRET

CENTRAL INTELLIGENCE AGENCY

INFORMATION FROM FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

50X1-HUM

COUNTRY	USSR	DATE OF INFORMATION	1950
SUBJECT	Economic - Automobile industry	DATE DIST.	11 Jul 1950
HOW PUBLISHED	Daily newspapers		
WHERE PUBLISHED	USSR	NO. OF PAGES	2
DATE PUBLISHED	8 Apr - 19 May 1950	SUPPLEMENT TO REPORT NO.	
LANGUAGE	Russian		

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50 U. S. C., 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers as indicated.

OUST AUTOMOBILE INDUSTRY MINISTER; HIT TRUCK PARKS MISMANAGEMENT

REPLACE MINISTER OF AUTOMOBILE AND TRACTOR INDUSTRY -- Vedomosti Verkhovnogo Soveta, No 13, 19 May 50

By decrees of the Presidium of the Supreme Council USSR dated 18 April 1950, Stepan Akopovich Akopov is relieved of his duties as Minister of the Automobile and Tractor Industry USSR, and Grigoriy Sergeyevich Khlamov is appointed Minister of the Automobile and Tractor Industry USSR. The decrees are signed by N. Shvernik, Chairman of the Presidium, and A. Gorkin, Secretary.

URGE UTILIZATION OF METAL SCRAP -- Kommunist, No 84, 8 Apr 50

The metalworking plants of the Armenian SSR have thus far failed to develop an adequate system of processing metal scrap and shavings for shipment to smelting points. As a result, large quantities of steel shavings and sheet-iron scrap are dumped in piles, which ultimately go to waste.

This raises an important problem because in 1950 the Yerevan Avtodetal' Plant is scheduled to deliver thousands of tons of steel shavings to Glavchermet (Main Administration of Ferrous Metals). Large amounts of such shavings are to be consigned also by the Electrical-Machine Building, Machine-Tool Building, Compressor, Machine-Building, and other plants.

The Armenian base and Tbilisi office of the Ministry of Metallurgical Industry which are concerned with the collection of salvaged metal must organize a center in Yerevan where both sheet-metal scrap and spiral shavings will be cut and packed. They should also collect the waste metal now piled outside of the city. The Executive Committee of the Yerevan City Soviet ought to allocate to Glavchermet a special place where the latter might receive the plants' consignments of metal waste.

CLASSIFICATION SECRET

STATE	X	NAVY	X	NSRB		DISTRIBUTION						
ARMY	X	AIR	X	FBI								

Sanitized Copy Approved for Release 2011/08/31 : CIA-RDP80-00809A000600320809-8

Sanitized Copy Approved for Release 2011/08/31 : CIA-RDP80-00809A000600320809-8

50X1-HUM

In collecting metal scrap, expensive alloyed metals should be carefully sorted out; much chrome, nickel, wolfram, and molybdenum have hitherto been wasted. For example, the scrap which comes from the Avtodetal Plant, which employs only alloyed metals in production, must not be mixed with carbon-steel scrap produced by other plants. -- A. Mardzhanyan, Chief Engineer of the Avtodetal' Plant.

MINISTRY NEGLECTS BATTERY PLANT -- Sovetskaya Kirgiziya, No 70, 8 Apr 50

The Frunze Battery Plant of the Ministry of Motor Transport is little known to anyone, including the ministry itself. It is located in a dirty, unfinished building, and its labor health standard is very low. Although it has well-qualified, closely-knit personnel and does good work, it could, if given some assistance by the ministry, produce much more and become a first-rate plant.

TRUCK PARK OPERATES UNDER OBSOLETE NORMS -- Trud, No 86, 11 Apr 50

Soyuzzabottrans (Transport Procurement Union) of the Main Administration of Automobile Transport of the Ministry of Procurement USSR, which has a big truck park, is operating under obsolete repair norms. The latter were promulgated by the People's Commissariat of Agriculture in 1940 and are no longer suitable for the GAZ-51, ZIS-150, and ZIS-50 trucks. The hourly rates specified for its repair shops are, for some unknown reason, higher than those for other branches of the economy.

SPUR IMPROVEMENT OF FILLING STATIONS -- Vechernyaya Moskva, No 87, 12 Apr 50

On 25 March, Vechernyaya Moskva published correspondence concerning mismanagement and confusion in various Moscow filling stations. Yemukhvari, chief of the Mosavtotekhsnab (Moscow Automobile Technical Supply) Trust, has informed Vechernyaya Moskva that this correspondence was subsequently discussed by the Administration of the Automobile Repair Plants of the Executive Committee of the Moscow Soviet, and by the Party bureau in the trust, and that the criticism was considered justified.

A number of measures have been taken to improve the situation -- personnel has been increased, new tickets, which are good for 10 days, have been printed, and the gasoline truck park is adding a number of ZIS-150 trucks. The question of enlarging the Moscow network of filling stations also is under consideration.

CALLS MOTORCYCLE REPAIR PRICES PROHIBITIVE -- Moskovskiy Komsomolets, No 43, 8 Apr 50

"During the war I received as a prize a DKB motorcycle, which is now in need of repairs (a piston and ring replacement, painting, and rewiring). The only repair shop I have been able to find is in the Moscow Shevtsovaya suburb where I was told that the repairs would cost me over 1,000 rubles. The piston, which must be cast to order, would be 500 rubles, and the paint job, 600 rubles.

Such inflated prices can scarcely promote the sport of motorcycling. Yet, this is the only repair shop in Moscow and the Moscow, Ryazan', Ivanovo, and Yaroslavl' oblasts. Under the circumstances, I, for one, cannot make use of my motorcycle.

We have similar trouble with fuel, which we can buy, as a rule, only from truck drivers." -- P. Shtyrenko.

- E N D -

Sanitized Copy Approved for Release 2011/08/31 : CIA-RDP80-00809A000600320809-8